

## REMARKS

The amendments to claims 1, 8, 14 and 21 serve to clarify that Applicants' invention provides a plurality of GUI screens, each screen representing a distinct route segment, and, based upon user input, renders a GUI screen for a previous or subsequent route segment different from the identified route segment with the vehicle position, as taught throughout the specification, including in paragraphs 00017, 0026, 0029, 0032, and 0034. Claim 1 is also amended to clarify that the output of the GUI is rendered on a display screen, paragraph 0025. The amendments to claims 21 and 40 are similar in nature, but refer to graphic representations of the route segments.

Dependent claim 2,3, 6, 10, 15, 16, 19, 22, 23, 27 41 and 42 are amended to provide terminology consistent with the claims upon which they depend.

When fairly read, the amendments provide clarification, and do not add new matter or raise new issues. In the event that the amendments are not deemed to place the claims in condition for allowance, it is nevertheless requested that the amendments be entered, if for no other reason than to reduce the number of claims and clarify issues for purposes of appeal.

### *Claim Rejection under 35 USC § 102*

Claims 1-31 and 39-44 were rejected under 35 U.S.C. § 102(b) as anticipated by United States Patent No. 6,397,145, issued to Millington in 2002.

Millington describes a navigation system 20 that displays a plurality of maneuver sequence notations 62 along a recommended route, col. 4, lines 26-40. The rejection equates the sequence notations with the route segments in Applicants' claims. However, in Applicants' system, each segment corresponds to a distinct screen. Moreover, the Millington system displays the current position of the vehicle, col. 4, lines 18-19, but does not provide for the user to display a route segment that does not include the current position of the vehicle. In contrast, Applicants' invention allows the user to display a segments that went before or come after current segment. In this manner, Applicants' invention helps answer common driver questions such as, "How did I end up here?" or "Where am going after this next turn?" Millington is only concerned with providing the immediate directions, and does not provide context for understanding the immediate maneuver. Thus, Millington does not anticipate or even suggest Applicants' invention.

Claim 1 is directed to Applicants' method that determines a plurality of route segments for a route and distinct GUI screens to represent each route segment. The method determines the position of the vehicle and renders the GUI screen corresponding to the identified route segment. Millington also determines vehicle position and displays a graphic representation that includes the vehicle position. In accordance with the claim, based upon the user input, the method also renders a screen corresponding to a previous or subsequent route segment, which does not include the vehicle position. Nothing in Millington allows the user to scroll to a portion of the route apart from the vehicle position. Thus, Millington does not teach or suggest Applicants' method in claim 1.

Claims 2-7 are dependent upon claim 1 and not taught or suggested by Millington for the reasons set forth with regard to that claim.

Claim 8 is directed to Applicants' method that includes, as key steps, determining a plurality of GUI screens corresponding to distinct route segments, and displaying a GUI screen in response to user input that is a previous or subsequent route segment. Millington does not provide route segments on distinct and multiple screens, only displays a screen and a route that includes the vehicle position, and does not provide for displaying other screens. Thus, Millington does not teach or suggest Applicants' method in claim 8, or in claims 9-13 dependent thereon.

Claim 14 is directed to Applicants' navigation system that includes processor-based subsystem that is configured to render a first GUI screen with an identified route segment on which the vehicle is located, and responds to user input to render a second, previous or subsequent route segment. Millington does not allow the user to render the previous or subsequent route segment, and so does not teach or suggest Applicants' claim 14, or dependent claims 15-20.

Claim 21 is directed to Applicants' navigation which, like claim 14, is configured to display a second GUI screen previous or subsequent to the route segment with the vehicle position. For the reasons above, Millington does not show these features, and so does not teach or suggest Applicant's claim 21, or dependent claims 22-26.

Claim 27 is directed to a processor-readable medium that, after identifying a route

segment on which the vehicle is located, receives user input and then renders a graphic representation of a previous or subsequent route segment. Millington does not show these features and so cannot show Applicants' claims 27 and dependent claims 28-31 and 39.

Claim 40 is also directed to a processor-readable medium with features like those discussed above with regard to claim 27, and so is also allowable over Millington, along with dependent claims 41-44.

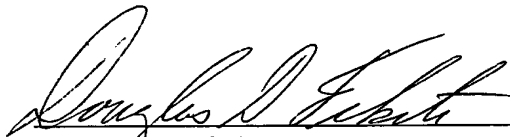
Accordingly, it is respectfully requested that the rejection of the claims based upon Millington be reconsidered and withdrawn, and that claims 1-31 and 39-44 be allowed.

*Conclusion*

It is believed, in view of the amendments and remarks herein, that all grounds of rejection of the claims have been addressed and overcome, and that all claims are in condition for allowance. If it would further prosecution of the application, the Examiner is urged to contact the undersigned at the phone number provided.

The Commissioner is hereby authorized to charge any fees associated with this communication to Deposit Account No. 50-0831.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Douglas D. Fekete", written over a horizontal line.

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